

Intimations

Announcements.

TORFSAWATOW, AMOY, AND POCCHO
The Steamship

"FORMOSA,"
Captain Burnie, will leave for the above Port
on TUESDAY, the 5th instant, at 5 p.m.
For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co
43 1492 Hongkong, 2nd September, 1871.

FOR NEW YORK.

THE "FEIGA,"
will lead at this time and Whampoa for New York
and will have quick despatch.
For Freight, apply to
OLYPHANT & Co
44 1495 Hongkong, 2nd September, 1871.

SEALED TENDERS, in duplicate, of **Bank of China**, payable in Clean Mexican Dollars
Shanghai on demand, in exchange for Mexican
Dollars at 7 1/2; at Hongkong will be received
by the underwriter, with notes on WEDNESDAY,
the 6th instant, to the extent of \$250,000.
GEORGE J. PERKINS,
Commissioner for Assistant Comptroller
H. M.'s Treasury Office.
Hongkong, 1st September, 1871. [5d 14]

TO LET.

HOUSE, No. 6, in Pedder's Hill; a
HOUSE, No. 3 and 4, in Seymour

Hongkong. 2nd Sept

Palo SHERRY, ...	per l.	do.	\$1
Superior MEDOC,	per l.	do.	\$1
Superior ST. JULIEN,	per l.	do.	\$1
Choice PORT, per 1 doz. Case,	9, pints	\$16	
Honney's BRANDY,	\$13, V.O.	\$18	
Martineau's Do.,	\$6, \$7, \$8	\$14	
Sparkling MOSELE,	\$13, pints	\$14	
G. H. Mumm and Co.'s CHAMPAGNE	\$14		

Pints \$15.

REYNOLDS & Co.

1, Wyndham St., Hongkong. (tf 14)

OPAS DE OTICIA

HORAS DE OFICINA.
DE 10 á 12 de la mañana y de 2 á 4 de tarde. Los Sábados, de 10 á 12 de mañanas.
Wyndham Street, No. 57.
SPANISH CONSULATE.

to 12 A.M. and from
Monday, June 10 to 18

On Saturday, from 10 to 12 A.M.
No. 57, Wyndham Street,
1st September. 1871. [P. 148]

HONGKONG HOTEL.

THIS Hotel is leased from this date by LEA A-FONG, and will remain under the management of Mr. FRAS. W. G. VON STOCKHAUSEN.

The Lessee, who is already known to the public of Hongkong, will exert himself to the utmost of his power to please his patrons, and make them comfortable. He will likewise pay strict attention to any suggestions that Ladies or Gentlemen may offer him, and hopes that

erly.

ALL receipts will be assigned by Mr. W. G. VON STOECHHAUSEN, who likewise will assign all orders for stores of any kind required for the Hotel. The payment for any article not ordered by him cannot be guaranteed.
 at 1490 Hongkong, lat September, 1871.

MEATS.

THE Undersigned begs to inform the Residents of Hongkong, that he will supply Prime Joints of BEEF, VEAL, and MUTTON.

aps, and Tongues always
not addressed by any

steamer, freight free. Any persons requiring
joints will please send their orders by first op
portunity, addressed to
L. HUTCHINGS,
Compradore, Swatow.
if 1476]

TENDERS, in duplicate
valable at Yokohama.

three days sight, in exchange for Mexican Dollars at 71.7. at Hongkong, will be received by the undersigned until Noon on MONDAY the 4th Proximo, to the extent of \$55,000.

GEORGE J. PIRKIS,
Commissary for Assistant Controller
 H. M.'s Treasury Office,
 Hongkong, 30th August, 1871. [5d 147]

FOR SALE.
 THE British Screw Steamship

CHIEFTAIN,
Team Corvette "Mnt

low line, ready for sea, in the port of Yokohama, with Sails, Rigging, Anchors, Chains, Boats, &c.

(She is of 882 Tons, Builders' Measurement) and carries two direct acting horizontal Engines of 200 Horse Power.

Also, 5 Steel Rifled Guns, with Ammunition to suit, which can be sold separately, if required to suit purchasers.

For further particulars, apply to
Messrs. FINDLAY, RICHARDSON & Co.,

or,
THE BORNEO CO. LTD.

FOR SALE.
ONE Superior High Pressure Horizontal
STATIONARY STEAM ENGINE,
complete, of 10 Horse Power.
One highly finished Extra-strong and Powerful
Direct-acting Single Cylinder PORTABLE
STEAM ENGINE, complete, of 12 Horse
Power, manufactured by MESSRS. CHARLES
J. YOUNG & CO., PERTH. Apply to
MELCHERS & Co.
28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 153

T & CO.'S ESTATE

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate submitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.

at 1100 Hongkong, 27th June, 1871.

JOHN HARRIS

BRITISH SHIP BULLWAN, FROM
LONDON.
CONSIGNEES of Cargo by the above
vessel are requested to send in their Bills
Lading to the undersigned for countersig-
nature, and to take immediate delivery of their
goods.
Cargo impeding the discharge of the vessel,
will be landed and stored at Consignees' risk
and expense.
GILMAN & Co.,
Agents.

REPLY FROM H

AND SINGAPORE.
(CONSIGNEES of Cargo by the above
Steamer are requested to send in their
Bills of Lading to the undersigned for counter-
signature, and to take immediate delivery of
their Goods,
Cargo impeding the discharge of the steamer
will be landed and stored at Consignees' risk
and expense.

SIEMSSSEN & Co.,
1420 - Hongkong Road August 1871.

Intimations.

PROSPERITY.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

CAPITAL 900,000 DOLLARS.
IN 3,000 SHARES OF \$30 EACH.

Directors.

WILLIAM LEMANS, Esq. (Messrs. Gilman & Co.), Chairman.
HENRY LORANCE, Esq. (Messrs. Gibb, Livingston & Co.).
S. D. SASSOON, Esq. (Messrs. D. Sassoon, Sons & Co.).
A. McIVER, Esq., Superintendent of the Peninsular and Oriental Steam Navigation Company.
CAMILLE BRETHERTON, Esq., Principal Agent of the Messageries Maritimes.
A. McE, Esq., Esq. (Messrs. Douglas, Laing & Co.).
GUSTAV VON OVERBECK, Esq.

Banks.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitors.

MESSRS. CALDWELL AND BREBBTON.
Messrs. CALDWELL AND BREBBTON.
No. 7, PRINCE'S HILL.

This Company has been formed for the purpose of supplying to the large and steadily increasing number of ships which frequent the best and most convenient port of call for the discharge and loading of cargo, and to secure them from the many delays, inconveniences, and risks which attend the present cargo-handling system.

A Landing Pier, alongside of which vessels may safely lie for the above purposes, has long been felt to be urgently required. The changed conditions of the carrying trade, consequent on the opening of the Suez Canal, and the extraordinary increase in the number of steamers which has already ensued, have made this requirement a necessity. The keen competition created by this traffic, and the consequent of the traffic itself, which is not to be doubted, will be further and vastly developed, impose the utmost urgency of dispatch on the movements of steamers, and must cause them to gladly avail of the economic accommodation it is proposed to provide.

It is proposed to construct a suitable Pier, partly covered, 1,000 feet long and 50 feet wide, with a T-head of adequate length to enable six steamers of the largest tonnage to be moored simultaneously on its wharves. It is to be built out from the Piers at Spring Gardens, from commodious premises having a water frontage of 210 feet, and a depth of 267 feet. Upon this oblong piece of ground (lots Nos. 29, 30, 31, and 32), a substantial dwelling house, offices, and large godowns are now standing, all well adapted for the carrying on of the business of the company. In addition, there is a large area of ground, and the site is large granite godowns, of an aggregate storage capacity of 16,000 tons, affording, with the storage capacity on the premises, a total of about 20,000 tons. The site is also well situated for the receipt and dispatch of goods, and is well adapted for the receipt and dispatch of goods, and is well adapted for the receipt and dispatch of goods.

The above large storage capacity will enable the Company to warehouse goods for three months without incurring any cost of storage. The Tariff rates will not be above the current ones in this Colony.

The advantages offered by the immediate proximity of the Company's wharves to the Piers, at which it is landed or shipped, are too obvious to call for remark, but it may be observed that not the least important of them would be the prevention of pilferage, which is a constant source of loss in the present system, and which it has hitherto been found almost impossible to suppress.

The economy of time and money to ships, shippers, and consignees will be further enhanced when it is stated that the Company's heavy rates will not interfere to retard business.

A large steamer, with daily expenses averaging \$250, is usually delayed at the Piers, for eight or nine days, and the corresponding cargo or even greater delay is occasioned in loading; whilst by means of a Pier, her entire discharges may be effected in a single day, or at most 24 hours, and the cargo may be landed on the working of like undertakings at Singapore and Shanghai, fairly show the advantages yielded by wharfage facilities over the slow, noisy, inconvenient, and expensive of the cargo boat system.

The above mentioned premises at Spring Gardens, which extend from the Piers to the Queen's Road, to which it is intended that other entrance shall open, with the dwelling house, offices, and godowns, and the area upon which they are situated, have been purchased upon reasonable and advantageous terms, for the sum of \$75,000; and, by securing them, the Company has obtained possession of a most eligible property for the establishment of their undertaking.

The depth of water at low tides at the T-head of the proposed Pier will be 25 to 26 feet, and on either side of the Pier 24 feet, affording sufficient for steamers engaged in the China trade, and for all that might run via the Suez Canal.

The original intention of building the Pier of Jetties, Jetties, and Jetties, owing to the great length of time required to procure a sufficient quantity of well seasoned wood of that description from Western Australia, while an iron screw pile pier could be completed in a comparatively short time, and the cost of the pier, by a simple and not expensive process of substituting the same to the influence of the sea, is a great advantage. It was to our friendly assistance against the ravages of the sea, as well as against the expense of the pier, as well as the time of the construction, will thereby be materially reduced, and it is estimated will not exceed six months at work.

The cost of constructing the pier, based upon careful calculations by Messrs. Wilson & SAWAY, will be about \$200,000, or \$300,000, and a further expenditure of about \$25,000. These amounts, with the purchase of the premises, erection of additional godowns, large wharves, and the construction of a platform, from screw pile wharves for vessels, etc., etc., will amount to about \$275,000 of the Company's Capital, leaving a balance of \$30,000 to meet unforeseen outlays, preliminary and other expenses, and a reserve in establishing the Company.

It is proposed that the Capital shall be raised by a call of \$25 on allotment of shares, and the remaining \$5 per share by three instalments of \$25 each, payable as follows: the second call on 1st November next, the third call on 1st January next, and the fourth call on 1st April next.

The Directors give the satisfaction to announce that the necessary powers for carrying out the objects of the Company may be conferred upon them by a Public Ordinance, has been favorably received, and that the Ordinance is already in course of preparation.

The Company will start on no problematical amount of business. The majority of the agents of the principal steamship lines, and a large number of merchants to whom steamers are regularly consigned here, have expressed their readiness to support the Company, and will be glad to avail of the manifold advantages which the Company will offer. The Company will be counted on as a contributor to the Company's business, and of the steam tonnage July 20th, may be relied on.

The dividends and profits of the Company's business have been calculated on the Harbor Master's Returns for the years 1869 and 1870. These Returns being made out annually, the

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The dividends and profits of the Company's business have been calculated on the Harbor Master's Returns for the years 1869 and 1870. These Returns being made out annually, the

introduction of Western ideas would, if they prevailed among the people, be a great blessing. The people of China are those who judge it from the point of view of their own interests, and who fancy that the sole aim and object of their government is to keep them in a state of ignorance, and to keep the population under their rule. China, in the nineteenth century, is unfortunately, far from carrying out this idea; each individual thinks and acts for himself. The government of the country is the office of the lowest rank, and all aware of the precarious position that they hold, and consequently strive only to accumulate as great riches as possible, to provide for the time when they may be obliged to return to private life, as to the people themselves, they merely put in practice the Chinese proverb: "Let each provide for himself." It is therefore not astonishing that the people of China are so much attached to the office of the lowest rank, and to the property of the people, the better administration of justice and order in the finances of the country, have met with an indifference, and a very unwilling, though not a hostile, reception of the new ideas. The people of China are so much attached to the office of the lowest rank, and to the property of the people, the better administration of justice and order in the finances of the country, have met with an indifference, and a very unwilling, though not a hostile, reception of the new ideas.

The lamentable failure of the BERLIN-GAMES mission is too well-known to need detailing. Foreign nations appeared again conciliatory, and with the usual results—the affairs of Xangchow, of Swatow, Formosa and the Sharp Peak affair.

After reviewing all these circumstances the author comes to the conclusion that it is absurd to rely upon the Central Government, simply because China has no constituted Central Government, as we apply the term, and holds that the outrages in Formosa and Swatow were but a repetition of the disturbances in Canton in 1858, 1859 and 1860, when the residents could not venture to leave their houses without danger of being insulted, wounded, or perhaps even killed. Since its bombardment and capture Canton has become the most peaceful, well conducted, and cosmopolitan city in the Empire. Why, then, it is asked, has the English Government blamed, officially, naval operations, which are the only acts upon whose results we may congratulate ourselves? It will be useful, some day or other, to describe to Europe, which is ignorant of it, the Government mechanism of the Chinese Empire, and to bring her to appreciate, as it were, by pressure of the finger, the little true power possessed by what we are pleased to call the Central Government.

The pamphlet concludes with some valuable remarks upon the "still born" convention of Sir RUTHERFORD ALCOCK, which will form the subject of future notice.

A telegram from Shanghai states that the ship *Myra* has just back.

The annual general meeting of the Cricket Club was held yesterday evening at the Hong Kong Club, when the following were present: M. S. TOWNSEND, secretary; H. F. PARKER, and H. H. JOLLY, G. J. PARKER, and O. L. PARKER, who were chosen as officers for the coming season. The accounts for last season were read, and several minor points were fully discussed.

Our attention has been called to the desolate state of the unfurnished house of the London Missionary Society, which is situated in the old Chinese town, and which is in a state of complete ruin. The house is situated in the old Chinese town, and which is in a state of complete ruin. The house is situated in the old Chinese town, and which is in a state of complete ruin.

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constable enrolled under this Ordinance would be a great blessing. The people of China are those who judge it from the point of view of their own interests, and who fancy that the sole aim and object of their government is to keep them in a state of ignorance, and to keep the population under their rule. China, in the nineteenth century, is unfortunately, far from carrying out this idea; each individual thinks and acts for himself. The government of the country is the office of the lowest rank, and all aware of the precarious position that they hold, and consequently strive only to accumulate as great riches as possible, to provide for the time when they may be obliged to return to private life, as to the people themselves, they merely put in practice the Chinese proverb: "Let each provide for himself." It is therefore not astonishing that the people of China are so much attached to the office of the lowest rank, and to the property of the people, the better administration of justice and order in the finances of the country, have met with an indifference, and a very unwilling, though not a hostile, reception of the new ideas.

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and knowledge to become the establishment of a manufacturing factory in the District of Canton. The Directors were led to this conclusion, partly on account of the political condition of the country, which then threatened to disturb the status of foreigners in China, the danger of war arising out of the Tientsin affair, and the uncertainty of obtaining at either of the above mentioned treaty ports a guarantee that the Company's property would be adequately protected, and, partly, on account of the fact that the Siam Government were willing to offer the Company, by grants of land on what may be considered merely nominal terms, and the facilities which the country itself afforded for the establishment of a factory of Siam and of China has been thrown away the chance offered to her of establishing indigenous manufactures to make use of her abundant resources. The failure of the Siam Company to carry out its work in China, naturally led to the discussion of the causes which have prevented other similar attempts from proving successful. The ordinary reply to the enquiry is that manual labour is too cheap in China to permit the economic use of power of other sorts; yet herein we believe lies a great error. Whoever has seen building operations of China lately setting to work at seven or eight in the morning, spending many hours during the day in the open air, and finally closing for the four-and-twenty hours, at five in the afternoon, cannot be ignorant of the energy of ordinary Chinese labour. No one who has visited the tea districts can have failed to observe the want of economy in the cultivation of the plant, the waste of tea in the production of other products. Out of his own country and for foreign food, the Chinese labourer, as notoriously on the railways in the western states of America, can hold his own. In China, on the other hand, the oppressive weight of custom and example bears him down. Everything is done which a government can do to foster this sluggish spirit; communications are stopped, roads are allowed to drop to ruin, taxes are imposed on the articles of production. Obstacles are thrown in the way of all improved methods of manufacturing, partly from a spirit of protection inherent in the Chinese themselves, principally from the insuperable inertia of the governing, exercised by the mandarins and their allies. In the history of the Siam Company, we are therefore not surprised to hear of the same result which has invariably attended attempts to introduce into China improved methods of manufacturing production. We only wish the Company better success under the enlightened policy of the Siam Government, and hope that at some future date the same result may have some effect in turning down the reactionary policy of the Chinese.

THE MAILS.—There are 623,302 more female than male in England and Wales in 1870. The ladies are all in favour of H. M. Richard Williams, a labourer, charged at Holyhead with selling gin and chains, in defiance of a very costly writ that he knew of chains floating a distance of eight miles from Holyhead.

COMMERCIAL INTELLIGENCE.
SEPTEMBER 1st, EVENING.
The market for Bengal grain has kept quiet and weak through the day. Patna and 1,655 chests Benares were sold at the following rates: Patna sold highest Rs. 1,350, lowest Rs. 1,330, average Rs. 1,340. Benares sold highest Rs. 1,340, lowest Rs. 1,320, average Rs. 1,330. The result shows an advance on the averages of last sale of Rs. 43,148 for Patna and Rs. 24,917 for Benares. Since the sale the drug market has been quiet. Patna Rs. 1,405, for Benares Rs. 1,350. On receipt of lower quotations from China the market had a lower tendency, and the quotations now are: Patna Rs. 1,380, Benares Rs. 1,342 per chest. The steamers *China* and *Hibernia* carry on under—
China—For Hongkong—1,605
Singapore—65
Fuzhou—60
P. S. or H. K. 600
P. or S. Hongkong—40
P. S. or H. K. 2,310 chests.
Hibernia—For Hongkong—1,350
Singapore—65
Fuzhou—60
P. S. or H. K. 90
P. S. or H. K. 135
P. or S. Hongkong—1,550 chests.

SHARES.
Hongkong Bank Shares, Old—59 to 60 per cent. premium.
Hongkong Bank Shares, New—57 to 58 per cent. premium.
Union Insurance Society of Canton, new shares—51 to 52 per cent. premium.
China Traders Insurance Company's Shares—\$250 per share premium.
Hongkong Fire Insurance Company's Shares—\$35 per share premium.
China and Japan Marine Insurance—Tin, 85 per share premium.
Chinese Insurance Company—\$75 per share premium.
Victoria Fire Insurance Company's Shares—\$65 per share premium.
Hongkong and Whampoa Dock Company's Shares—23 per cent. discount.
Hongkong and Whampoa Steamship Company's Shares—34 to 35 per cent. premium.
Shanghai Steam Navigation Company—Tin, 60 per share premium.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—20 per cent. discount.
Hongkong Gas Company's Shares—\$80 per share.
Hongkong Hotel Company's Shares—60 per cent. discount.
Hongkong Distillery Company—30 per cent. premium, nominal.
Indo-Chinese Sugar Company—\$17 per share discount.

EXCHANGE.
On London—At 30 days sight—4/3
Bank Bills, at 3 months sight—4/4 to 4/4
On New York—At 3 months sight—22 1/2
On San Francisco—At 3 months sight—23 1/2
On Shanghai—At 3 months sight—7 1/2
Bank 3 months sight—7 1/2
Private, 30 days sight—7 1/2
Bank 10 days sight—7 1/2
Private, 10 days sight—7 1/2

SALES ON SEPTEMBER 1st, 1871.
As reported by Chinese.
White Wax, 10 pieces, at \$92.00, by Fook-mow-lung to Hongkong merchant.
Almonds, 5 bags, at \$32.20, by Fook-mow-lung to travelling merchant.
Elephant's Teeth, 20 pieces, at \$28.00, by Fook-mow-lung to travelling merchant.
Siam Rice, 400 piculs, at \$2.30, by Kwong-hing-cheong to Hongkong merchant.
White Sugar, 20 piculs, at \$4.35, by Yung-kee to Hongkong merchant.
Black Wax, 3 pieces, at \$92.00, by Yung-kee to Hongkong merchant.
Calcutta Cotton, 77 bales, at \$13.25, by Parsee merchant to Tait-lung.
Bombay Cotton, 14 bales, at \$14.50, by Parsee merchant to Man-hing.
Bamboo Cloth, 175 bales, at \$16.65, by Parsee merchant to Tait-lung.
Rattans, 100 piculs, at \$4.20, by Hoping to Hongkong merchant.
Cattails, 20 piculs, at \$18.80, by Yung-lung to travelling merchant.

HONGKONG MARKETS.

As reported by Chinese on the 31st August, 1871.

COTTON YARN, No. 10 to 24, per picul	111.00 to 120.00
25 to 32, per picul	117.50 to 126.00
33 to 40, per picul	120.00 to 129.00
41 to 48, per picul	123.00 to 132.00
49 to 56, per picul	126.00 to 135.00
57 to 64, per picul	129.00 to 138.00
65 to 72, per picul	132.00 to 141.00
73 to 80, per picul	135.00 to 144.00
81 to 88, per picul	138.00 to 147.00
89 to 96, per picul	141.00 to 150.00
97 to 104, per picul	144.00 to 153.00
105 to 112, per picul	147.00 to 156.00
113 to 120, per picul	150.00 to 159.00
121 to 128, per picul	153.00 to 162.00
129 to 136, per picul	156.00 to 165.00
137 to 144, per picul	159.00 to 168.00
145 to 152, per picul	162.00 to 171.00
153 to 160, per picul	165.00 to 174.00
161 to 168, per picul	168.00 to 177.00
169 to 176, per picul	171.00 to 180.00
177 to 184, per picul	174.00 to 183.00
185 to 192, per picul	177.00 to 186.00
193 to 200, per picul	180.00 to 189.00
201 to 208, per picul	183.00 to 192.00
209 to 216, per picul	186.00 to 195.00
217 to 224, per picul	189.00 to 198.00
225 to 232, per picul	192.00 to 201.00
233 to 240, per picul	195.00 to 204.00
241 to 248, per picul	198.00 to 207.00
249 to 256, per picul	201.00 to 210.00
257 to 264, per picul	204.00 to 213.00
265 to 272, per picul	207.00 to 216.00
273 to 280, per picul	210.00 to 219.00
281 to 288, per picul	213.00 to 222.00
289 to 296, per picul	216.00 to 225.00
297 to 304, per picul	219.00 to 228.00
305 to 312, per picul	222.00 to 231.00
313 to 320, per picul	225.00 to 234.00
321 to 328, per picul	228.00 to 237.00
329 to 336, per picul	231.00 to 240.00
337 to 344, per picul	234.00 to 243.00
345 to 352, per picul	237.00 to 246.00
353 to 360, per picul	240.00 to 249.00
361 to 368, per picul	243.00 to 252.00
369 to 376, per picul	246.00 to 255.00
377 to 384, per picul	249.00 to 258.00
385 to 392, per picul	252.00 to 261.00
393 to 400, per picul	255.00 to 264.00
401 to 408, per picul	258.00 to 267.00
409 to 416, per picul	261.00 to 270.00
417 to 424, per picul	264.00 to 273.00
425 to 432, per picul	267.00 to 276.00
433 to 440, per picul	270.00 to 279.00
441 to 448, per picul	273.00 to 282.00
449 to 456, per picul	276.00 to 285.00
457 to 464, per picul	279.00 to 288.00
465 to 472, per picul	282.00 to 291.00
473 to 480, per picul	285.00 to 294.00
481 to 488, per picul	288.00 to 297.00
489 to 496, per picul	291.00 to 300.00
497 to 504, per picul	294.00 to 303.00
505 to 512, per picul	297.00 to 306.00
513 to 520, per picul	300.00 to 309.00
521 to 528, per picul	303.00 to 312.00
529 to 536, per picul	306.00 to 315.00
537 to 544, per picul	309.00 to 318.00
545 to 552, per picul	312.00 to 321.00
553 to 560, per picul	315.00 to 324.00
561 to 568, per picul	318.00 to 327.00
569 to 576, per picul	321.00 to 330.00
577 to 584, per picul	324.00 to 333.00
585 to 592, per picul	327.00 to 336.00
593 to 600, per picul	330.00 to 339.00
601 to 608, per picul	333.00 to 342.00
609 to 616, per picul	336.00 to 345.00
617 to 624, per picul	339.00 to 348.00
625 to 632, per picul	342.00 to 351.00
633 to 640, per picul	345.00 to 354.00
641 to 648, per picul	348.00 to 357.00
649 to 656, per picul	351.00 to 360.00
657 to 664, per picul	354.00 to 363.00
665 to 672, per picul	357.00 to 366.00
673 to 680, per picul	360.00 to 369.00
681 to 688, per picul	363.00 to 372.00
689 to 696, per picul	366.00 to 375.00
697 to 704, per picul	369.00 to 378.00
705 to 712, per picul	372.00 to 381.00
713 to 720, per picul	375.00 to 384.00
721 to 728, per picul	378.00 to 387.00
729 to 736, per picul	381.00 to 390.00
737 to 744, per picul	384.00 to 393.00
745 to 752, per picul	387.00 to 396.00
753 to 760, per picul	390.00 to 399.00
761 to 768, per picul	393.00 to 402.00
769 to 776, per picul	396.00 to 405.00
777 to 784, per picul	399.00 to 408.00
785 to 792, per picul	402.00 to 411.00
793 to 800, per picul	405.00 to 414.00
801 to 808, per picul	408.00 to 417.00
809 to 816, per picul	411.00 to 420.00
817 to 824, per picul	414.00 to 423.00
825 to 832, per picul	417.00 to 426.00
833 to 840, per picul	420.00 to 429.00
841 to 848, per picul	423.00 to 432.00
849 to 856, per picul	426.00 to 435.00
857 to 864, per picul	429.00 to 438.00
865 to 872, per picul	432.00 to 441.00
873 to 880, per picul	435.00 to 444.00
881 to 888, per picul	438.00 to 447.00
889 to 896, per picul	441.00 to 450.00
897 to 904, per picul	444.00 to 453.00
905 to 912, per picul	447.00 to 456.00
913 to 920, per picul	450.00 to 459.00
921 to 928, per picul	453.00 to 462.00
929 to 936, per picul	456.00 to 465.00
937 to 944, per picul	459.00 to 468.00
945 to 952, per picul	462.00 to 471.00
953 to 960, per picul	465.00 to 474.00
961 to 968, per picul	468.00 to 477.00
969 to 976, per picul	471.00 to 480.00
977 to 984, per picul	474.00 to 483.00
985 to 992, per picul	477.00 to 486.00
993 to 1000, per picul	480.00 to 489.00

WOOLLEN GOODS.		per yard	0.50 to 0.80
Long Ellis, <i>MM</i> Scarlet.		per piece	7.10 to 8.00
" "	<i>Assorted</i>		6.60 to 6.90
" "	<i>HK</i> Scarlet.		8.50 to 8.80
" "	<i>Assorted</i>		7.10 to 7.20
Long Ellis, <i>SS</i> Scarlet.			35.00 to 35.50
" "	<i>Assorted</i>		35.00 to 35.50
" "	<i>SS</i> Scarlet.		18.50 to 17.00
" "	<i>Assorted</i>		18.00 to 18.50
" "	<i>SS</i> Scarlet.		19.00 to 19.50
" "	<i>Assorted</i>		20.50 to 21.00
" "	<i>SS</i> Scarlet.		13.50 to 14.00

METALS.		
Box, Nail Rod No. 1 & 6.....	per picul	2.85 x 2.80
" "		

10	Woolen Goods.	per yard	0.50 to 0.80
11	Long Kila, 1/2 No. 10, per piece		7.10 to 8.00
12	Long Kila, 1/2 No. 12, per piece		6.80 to 7.70
13	Long Kila, 1/2 No. 14, per piece		6.50 to 7.40
14	Long Kila, 1/2 No. 16, per piece		6.20 to 7.10
15	Long Kila, 1/2 No. 18, per piece		5.90 to 6.80
16	Long Kila, 1/2 No. 20, per piece		5.60 to 6.50
17	Long Kila, 1/2 No. 22, per piece		5.30 to 6.20
18	Long Kila, 1/2 No. 24, per piece		5.00 to 5.90
19	Long Kila, 1/2 No. 26, per piece		4.70 to 5.60
20	Long Kila, 1/2 No. 28, per piece		4.40 to 5.30
21	Long Kila, 1/2 No. 30, per piece		4.10 to 5.00
22	Long Kila, 1/2 No. 32, per piece		3.80 to 4.70
23	Long Kila, 1/2 No. 34, per piece		3.50 to 4.40
24	Long Kila, 1/2 No. 36, per piece		3.20 to 4.10
25	Long Kila, 1/2 No. 38, per piece		2.90 to 3.80
26	Long Kila, 1/2 No. 40, per piece		2.60 to 3.50
27	Long Kila, 1/2 No. 42, per piece		2.30 to 3.20
28	Long Kila, 1/2 No. 44, per piece		2.00 to 2.90
29	Long Kila, 1/2 No. 46, per piece		1.70 to 2.60
30	Long Kila, 1/2 No. 48, per piece		1.40 to 2.30
31	Long Kila, 1/2 No. 50, per piece		1.10 to 2.00
32	Long Kila, 1/2 No. 52, per piece		0.80 to 1.70
33			

PRODUCE.			
34	Rice, Shanghai, per picul	20.00	20.50
35	Ningpo, " "	23.00	31.00
36	Tientsin, " "	19.30	30.00
37	Shantung, " "	19.50	20.50
38	Bengal, " "	14.00	18.50
39		12.25	13.30
40	Japan white, " "	6.10	5.50
41	" " " " " " " "	6.00	5.10
42	Rangoon, " "	3.60	4.30
43	" " " " " " " "	3.50	4.00

